## 5.2 School Landscape Masterplan - Final

Policy G1 of the London Plan states that green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Policy G4 sets out that development proposals should (1) not result in the loss of protected open space and (2) where possible, create areas of publicly accessible space, particularly in areas of deficiency.

The final masterplan for the school site has been designed to follow the original Concept Plan from LBRuT and maintain the open space character of the current site. The site plan includes a Multi-Use Games Area (MUGA), a Habitat Area associated with the school outdoor recreational facilities and, as part of Application A, the provision of a new Community Park along the Lower Richmond Road frontage. The all-weather 3G Sports Pitch extends north to the new street and west to Williams Lane, in a similar manner to the existing open playing field. The group of existing trees on the west end of the northern street have been retained and protected, maintaining the existing character and becoming a feature in the landscape at this north-west edge of the School grounds.

The northern street is proposed to function as a limited access zone for pedestrians and cyclists accessing the school and traversing through the site (east to west). Limited access is also given to service and emergency vehicles, and school buses travelling west (one-way street) towards Williams Lane. Subject to staging of the surrounding development, this street will provide a through connection for vehicles associated with the school that are leaving the site via Williams Lane to Lower Richmond Road. Once the remaining street network is constructed, it is intended that the School manages access to this northern street zone with retractable or removable bollards at either end. This will allow vehicles to traverse east into Ship Lane to exit the precinct, rather than circulating west via Williams Lane.

The new School building is situated adjacent to the new eastern street. The main entrance, bus setdown and carparking area are arranged along this street. Two bus bays are provided for school use and will also be used by refuse vehicles collecting from the bin store adjacent to the entrance to the school. The carpark provides five (5) disabled accessible bays and ten (10) standard bays for staff and visitors.

1. Green Link
2. Maltings Plaza
3. Entry Plaza
4. Courtyard garden
5. New park entrance
6. School Entry Court
7. School sports field
8. Public amenity space
9. Community park
10. Car park
11. Coach parking
12. MUGA
13. Habitat area
14. Private garden


School Landscape Masterplan Final

## 5.2 School Landscape Masterplan - Interim

The northern street will be constructed in the first stage, along with the school building and surrounds, providing one way access (west) from the eastern street to Williams Lane and out to Lower Richmond Road. This street will also allow for loading and unloading of buses for school excursions and circulation of cyclists from Williams Lane and north to the cycle path network on the Chiswick bridge and Thames Path on the river edge and south of the site, via Lower Richmond Road.

Two bus parallel parking bays and a small carpark - including a minimum of 10 standard bays and five disabled bays with required circulation space - are provided adjacent to the school's eastern edge. A third bus stop is proposed within the northern shared access zone and will be controlled by the school.

Within the Development Area 2, further street network construction will provide connection of the eastern street across to Ship Lane. This will result in the closure of the northern street and controlled access through it, while maintaining cycle and pedestrian access and circulation.

The shared cycle and pedestrian connection east west to Ship Lane and the Development Area 1 will also be built at this time to connect the extended network through the site to Mortlake Green, Lower Richmond Road and Mortlake High Street and beyond to the east and south.

1. Green Link
2. Maltings Plaza
3. Entry Plaza
4. Courtyard garden
5. New park entrance
6. School Entry Court
7. Temporary grass verge
8. School sports field
9. MUGA
10. Habitat area
11. Existing sports field retained
12. Car park
13. Coach parking

- School Application Boundary
- School Ownership Boundary
- Future Bus Terminal Location Boundary
- Application A Site Boundary


School Landscape Masterplan Interim

## 5.3 Tree Retention

One of the Strategic Objectives: Protecting Local character (Par.2.3.1, point 5) of the Local plan (2018) is to protect and enhance the borough's biodiversity, including trees and landscape, within open spaces.

This diagram shows existing trees from the Tree Survey (refer to Watermans drawing 18671-102-WIE-ZZ-XX-DR-L-7703) that are retained or removed as a result of the proposed school masterplan development.

A qualitative assessment, based on the tree survey and the allocated category of each existing tree, informed the decision on which trees to retain or to remove. Adjustments to the masterplan have enabled the retention of the majority of Category A and B trees.

Pavement treatment of paths and paving adjacent to or within the Root Protection Zone has been adjusted to avoid excessive excavation or disturbance of root zones or future compaction of this area.

For full tree removal list please refer to Stag Brewery Landscape Design & Access Statement Application A.

Diagram is based on Arboricultural Survey WIE18671-102-R-6-2-1-AIA

- Tree to be removed
- Tree to be retained
- School Application Boundary
- Application A Site Boundary

## 5.4 Vehicular Circulation Strategy

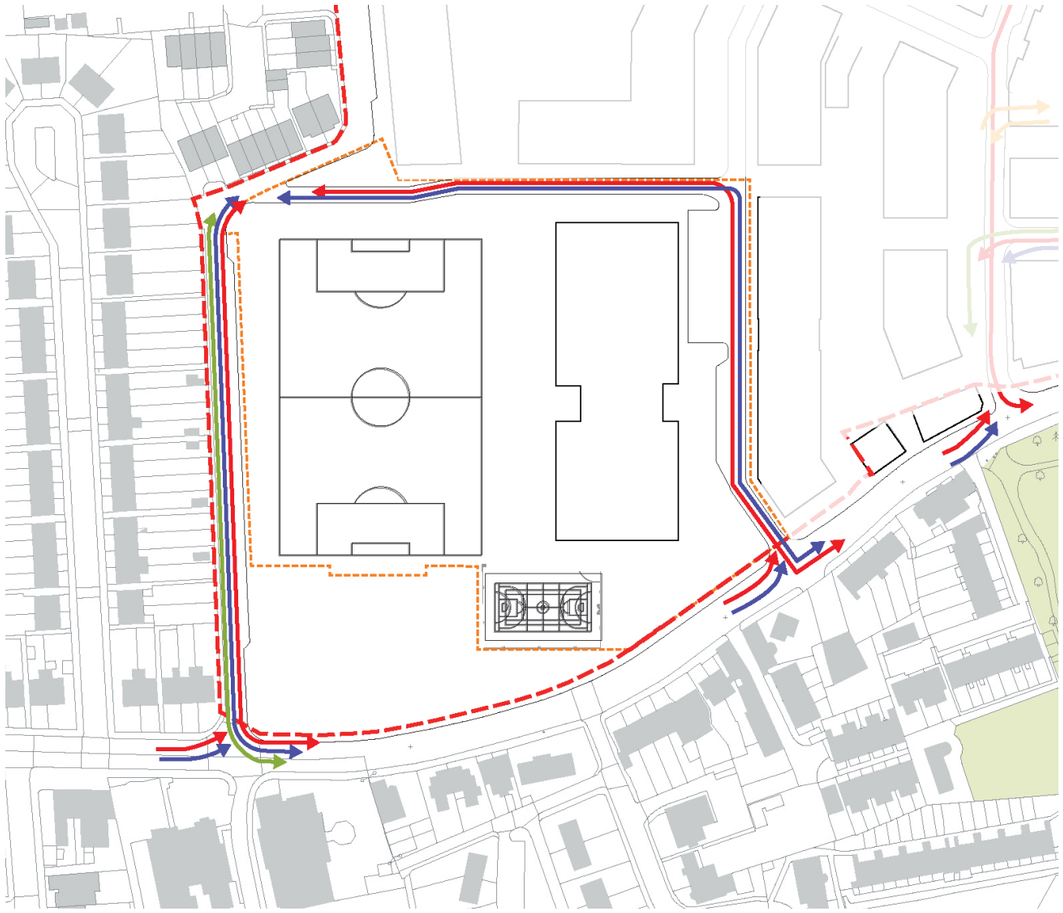
The northern street will allow controlled vehicular access and movement for service and emergency vehicles, though it is mainly intended as a pedestrian and cycle access route to the school.

Vehicles will utilizse the one-way asphalt road (5m wide) with 300mm wide granite kerbs while footpaths are provided on each side of the road on which street trees and planting are proposed to enhance the pedestrian nature of this road.

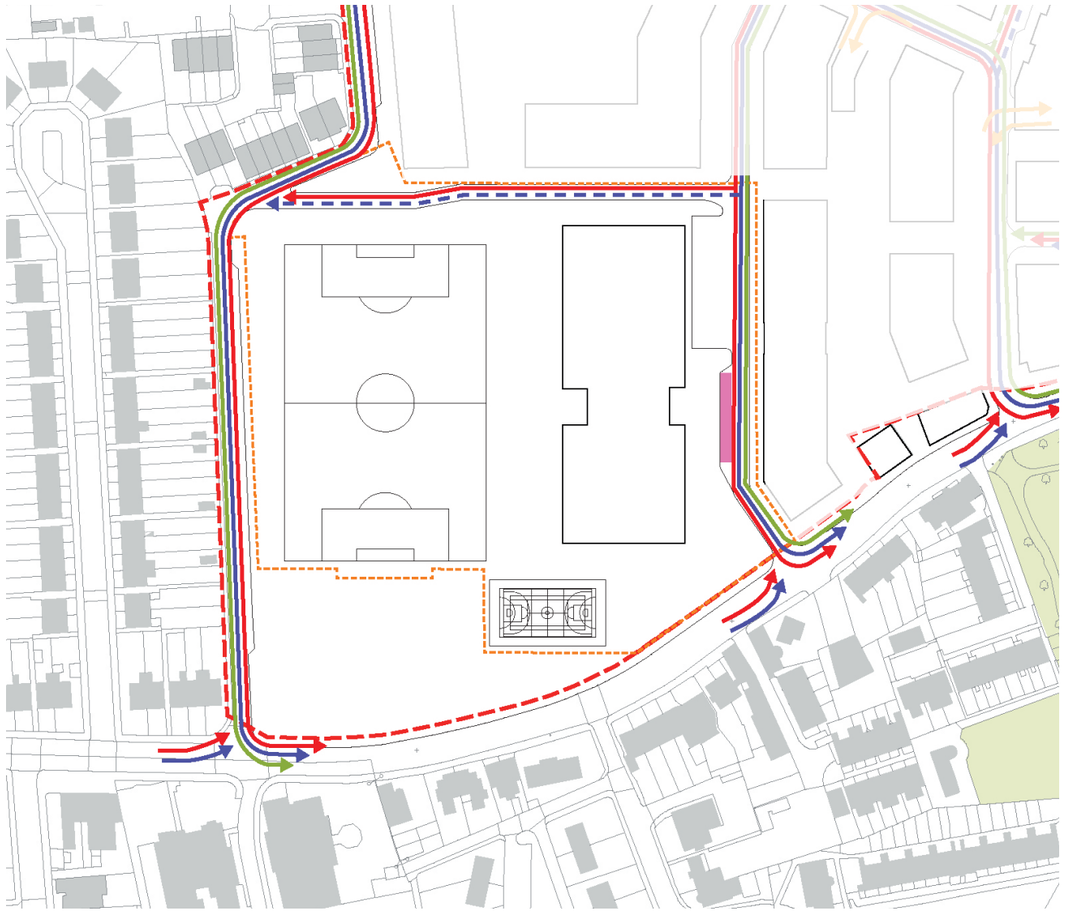
Street lighting is proposed in accordance with local authority requirements and is detailed under the Lighting Design section of this report.

The eastern street will be a two-way traffic route and accomodates two set-down bays for buses outside the school entrance. These bays will also be used by refuse vehicles.

- Fire Tender
- Waste Collection
- Waste Collection intermittent access required
- Delivery
- Delivery intermittent access required
- Passenger (Residential/Retail)
- School Bus Stops
- Application A Site Boundary
- School Application Boundary



Vehicular Circulation Strategy Interim (Whilst phased development takes place)

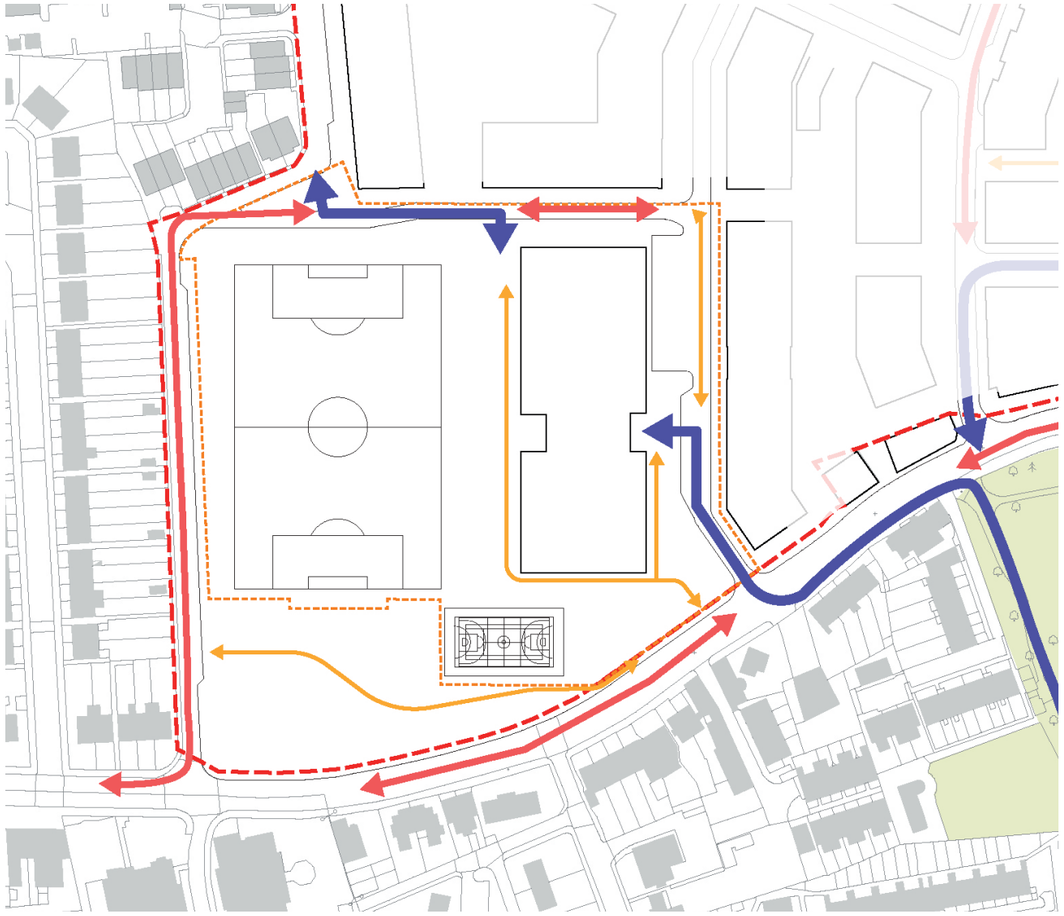


Vehicular Circulation Strategy Final

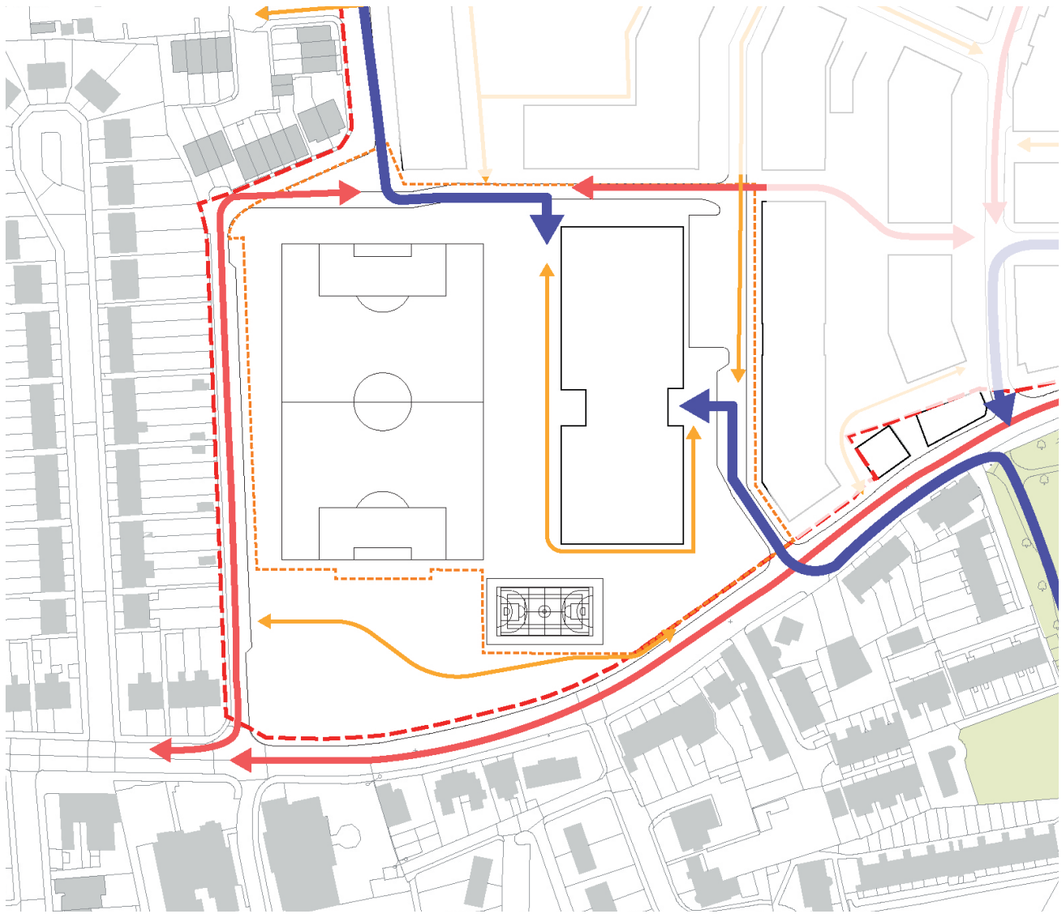
## 5.5 Pedestrian Circulation Strategy

Consideration has been given to maximising pedestrian access and circulation within and beyond the school, affording students and visitors ease of movement through the school site and towards the surrounding development. The approach to circulation has also sought to increase permeability to and through the Site and improve public access, in line with the Site Allocation (SA 24) and Local Plan Policy LP 1 (5).

The connections to the existing street network,  the riverside path, the open space and the surrounding development have been paramount in the design of the new school masterplan. This is in accordance with LBRuT's Strategic Vision (as set out within the Local Plan) which encourages the development of an attractive public realm which encourages walking.



Pedestrian Circulation Strategy Interim (Whilst phased development takes place)




Pedestrian Circulation Strategy Final

## 5.6 Cycle Circulation Strategy

LBRuT's Strategic Vision (as set out within the Local Plan) encourages the development of an attractive public realm which encourages walking and cycling. This Vision is supported by Local Plan Policy LP 1, the Design Quality SPD (2006) and the Public Space Design Guide (2006). Local Plan Policy LP 12 encourages the enhancement of green infrastructure.

The Cycle Strategy allows for cycle access throughout the school site and connection to the wider network of streets and cycle paths at a number of points, making the site a safe quiet recreational cycling way away from the busy roads.

The primary routes bring cyclists from Chiswick Bridge, down along Williams Lane, then east to the Secondary School and further south, with an exit onto Lower Richmond road at the south-east end of the site. Secondary routes connect cyclist further, bringing them south along Williams Lane and to the west along Lower Richmond road. A secondary connection is also proposed towards Mortlake Green

The proposed streets and laneways within the development provide sufficient space to cater for cyclists and pedestrians alike.

Cycle racks for short stay and long stay cycle parking are required as per the New London Plan. They are provided in a number of locations around the site adjacent to school entrances as well as inside the school building. Please refer to Cycle Parking Strategy in this document for details.

Primary (Quiet Route)

Secondary

Towpath

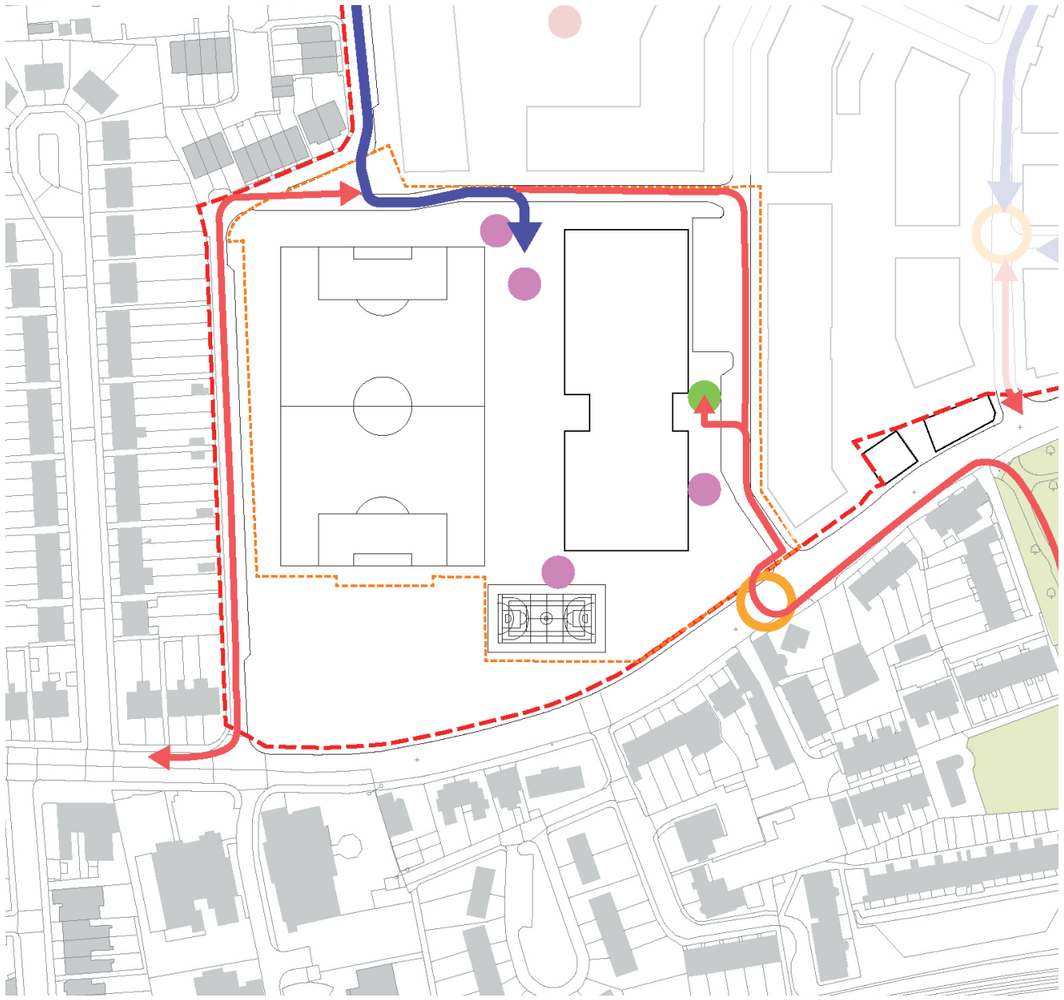
External Cycle Rack Location

Secured Long Stay Cycle Rack Locations

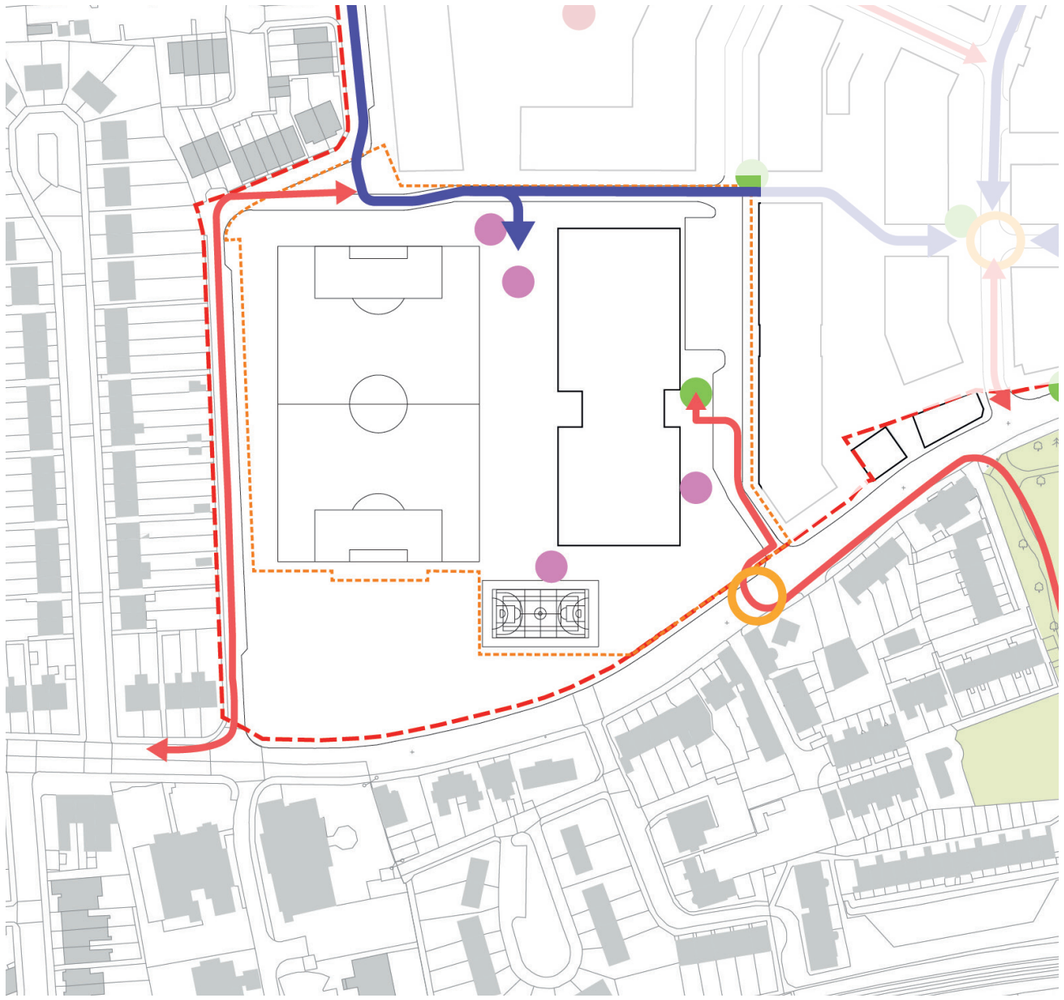
Crossing Treatment

School Application Boundary

Application A Site Boundary



Cycle Circulation Strategy Interim



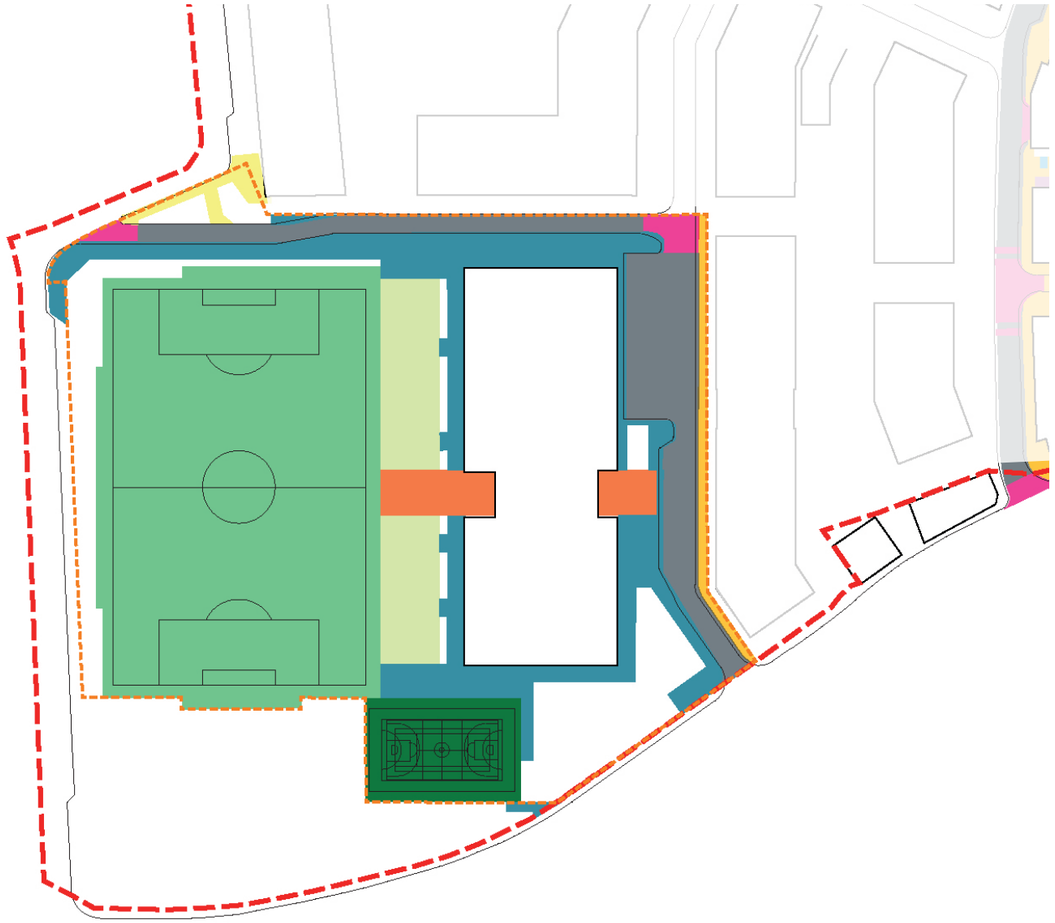
Cycle Circulation Strategy Final

## 5.7 Hard Landscape Strategy

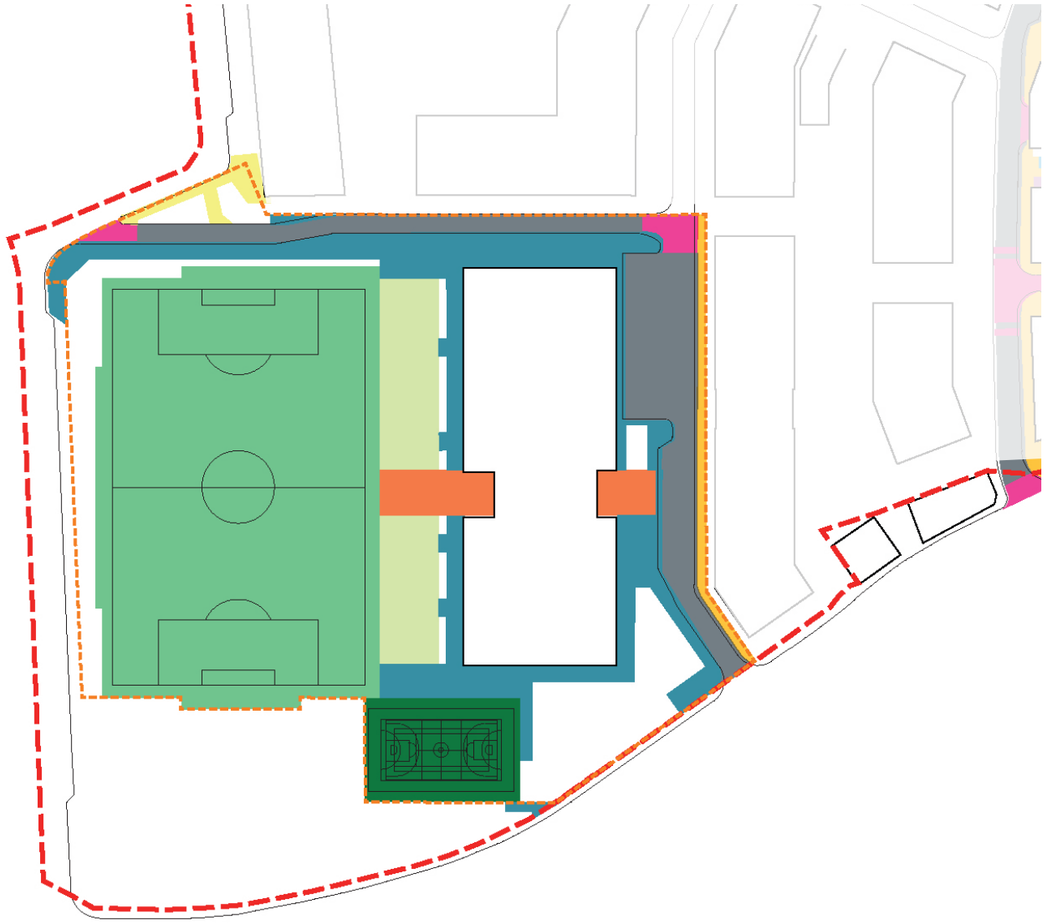
The main aims of the hard landscape strategy are simplicity of design and layout, and overall quality, bearing in mind maintenance considerations and cost limitations. Colour, texture and unit size help to define the uses of various spaces, including using paving sizes and patterns in streets to identify pedestrian priority. The accessibility requirements for vision and mobility impaired users was a factor in the determination of surface and edge types to provide a legible and safe environment in accordance with current requirements.

It is proposed to use paved surfaces of different scale and grain to create a range of distinct characters within a unified warm palette of materials. Artificial stone flags can potentially create permeable surfaces for storm water infiltration.

- Asphalt
- Small Block Setts
- Artificial Stone Flag Paving
- Dark Green Porous Macadam Surfacing
- Light Green Porous Macadam Surfacing
- 3G Pitch Material
- Feature Stone Paving
- Resin Bound Aggregate Paving
- School Application Boundary
- Application A Site Boundary



Hard Landscape Palette Interim



Hard Landscape Palette Final